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UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 15

Effective Sunday,
November 7, 1954

at 12:01 A. M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYES ONLY

SOUTH CENTRAL DISTRICT
 CALIFORNIA DIVISION
 CORRECTED TO MARCH 1. 1952

A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation

C. C. LARKIN
 General Superintendent

V. W. SMITH, Superintendent.....Los Angeles, Cal.
 W. J. FOX, Terminal Superintendent.....Los Angeles, Cal.
 J. H. KINCANNON,
 Assistant Terminal Superintendent... Los Angeles, Cal.
 F. H. BLAIR, Assistant Superintendent... Las Vegas, Nev.
 R. D. SMITH, Trainmaster.....San Bernardino, Cal.
 F. D. ACORD, Master Mechanic.....Los Angeles, Cal.
 D. C. KRAMER,
 Road Foreman of Engines.....Los Angeles, Cal.
 W. T. SANDLIN,
 Road Foreman of Engines.....Los Angeles, Cal.
 L. C. WILLIAMS,
 Road Foreman of Engines.....Las Vegas, Nev.
 W. A. JURDEN, Division Engineer.....Los Angeles, Cal.
 W. R. KEAY, General Roadmaster.....Los Angeles, Cal.
 N. D. NELSON,
 District Safety Representative.....Los Angeles, Cal.

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher... Las Vegas, Nev.
 R. L. GUNDY,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
 J. T. HOLYOAK,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
 G. J. WILDE,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.

Second Subdivision and Branches

L. W. FLAHERTY,
 Chief Train Dispatcher.....Los Angeles, Cal.
 H. W. STOKER,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.
 J. E. MUNCEY,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.
 J. L. HULIHAN,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**PACIFIC RAILROAD EMPLOYEES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS
 ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE
Tu ner.....	District Surgeon ..	Los Angeles
Demn. in.....	Surgeon	Las Vegas
G. Scruggs.....	Surgeon	Las Vegas
J. J. Hamill.....	Surgeon	Las Vegas
G. J. Madsen.....	Oculist	Las Vegas
H. D. Orr.....	Surgeon	Victorville
Leland Jacobson.....	Surgeon	San Bernardino ..
J. N. McAllister.....	Surgeon	San Bernardino ..
C. M. Hadley.....	Oculist-Aurist	San Bernardino ..
T. A. Card.....	Surgeon	Riverside
R. E. Fisher.....	Surgeon	Pomona
W. A. Sullivan.....	Surgeon	Ontario
A. L. Kobal.....	Surgeon	Covina
W. W. Schultz.....	Surgeon	Puente
E. M. Pettis.....	Surgeon	Fullerton
W. W. Meier.....	Surgeon	East Los Angeles..
M. D. Mieras.....	Surgeon	Pico-Rivera-Whittier
H. E. Lestmann.....	Surgeon	Rivera
H. A. Baers.....	Oculist & Aurist....	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
S. Castaneres.....	Surgeon	Los Angeles
H. M. Mason.....	Physician	Los Angeles
E. C. Kaye.....	Surgeon	Los Angeles
J. Segal.....	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles-Compton
F. W. Van Kirk, Jr... ..	Surgeon	Los Angeles
E. M. F. Weaver.....	Oculist & Aurist....	Los Angeles
A. W. Williams.....	Surgeon	Los Angeles-La Brea
E. E. Wunderlich.....	Surgeon	Los Angeles-Palos Verdes ..
G. H. Quillen.....	Surgeon	Wilmington
W. W. Horst.....	Surgeon	Wilmington
R. B. Eusden.....	Surgeon	Long Beach
D. C. Sigworth.....	Surgeon	Long Beach
R. H. Munford.....	Surgeon	La Habra
G. E. Reames.....	Surgeon	Whittier
J. T. Morgan.....	Surgeon	Norwalk
E. A. Westphal.....	Surgeon	Glendale
E. A. Taylor.....	Surgeon	Glendale
G. L. Barnum.....	Surgeon	Pasadena
B. O'Sullivan.....	Surgeon	Pasadena
J. E. Cummings.....	Surgeon	Highland Park ...
W. G. Patton.....	Oculist & Aurist....	Alhambra
D. P. Nebeker.....	Surgeon	Arcadia
W. W. Woods.....	Surgeon	Alhambra
C. T. Poulson.....	Surgeon	Inglewood
M. E. Hansen.....	Surgeon	Los Angeles (Central)
J. C. Sharpe.....	Surgeon	West Los Angeles..
D. O. Lagerlof.....	Surgeon	West Los Angeles-Beverly Hills ..
G. R. Dunlevy.....	Surgeon	Hollywood
T. M. Hearn.....	Surgeon	North Hollywood ..
J. E. Bergmann.....	Surgeon	Santa Monica
C. S. Muller.....	Surgeon	Bell
L. F. Summers.....	Surgeon	Lynwood
Wm. B. Hayden.....	Surgeon	Montebello

Standard clocks are located as shown below:

Las Vegas...Freight Enginemen's Locker Room	Yermo.....Enginemen's Locker Room
Las Vegas.....Passenger Enginemen's Locker Room	San Bernardino...Union Pacific Round House
Las Vegas.....Conductor's Register Room	East Yard.....Enginemen's Locker Room
Las Vegas.....Telegraph Office	East Yard.....Telegraph Office
Las Vegas.....Yard Office	East Yard.....Dispatcher's Office
Las Vegas.....Dispatcher's Office	East Yard.....4th St. Yard Office
Kelso.....Telegraph Office	Los Angeles...Union Station Telegraph Office
Yermo.....Telegraph Office	Los Angeles...Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD					
FIRST CLASS					FIRST CLASS					
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Mail and Express	Distance from Ogden	Time-Table No. 15 November 7, 1954	Mile Post	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express
Daily	Daily	Daily	Daily		STATIONS					
9.05	6.25	8.10	7.55	0.0	MT OGDEN MT	0.0	A 6.05	A 6.30	A 9.35	A 6.40
10.00	7.10	8.55	8.45	86.8	SALT LAKE CITY	86.8	5.05	5.45	8.45	5.50
10.30	7.20	9.05	9.45	784.0		784.0	4.45	5.35	8.35	5.25
12.39	9.14	10.53	12.15	154.4	LYNNDYL	665.9	2.20	3.39	6.41	2.55
2.10	10.30	12.08	2.05	248.5	MILFORD	576.8	12.50	2.30	5.33	1.20
3.00	10.57	12.35	2.45	278.9	LUND	541.4	12.05	1.56	5.00	12.30
5.08	12.31	2.12	4.50	360.8	CALENTE	459.5	10.15	12.17	3.24	10.30
8.05	3.15	4.50	8.05	486.1	MT LAS VEGAS MT	884.2	7.30	9.50	12.55	7.35
7.20	2.25	4.00	7.35	657.1	PT YERMO PT	163.2	6.15	8.40	11.45	6.15
10.40	5.10	6.43	11.45	670.5		163.2	2.53	5.38	8.45	2.40
11.03	5.28	7.00	12.10	751.8	BARSTOW	150.1	2.25	5.20	8.27	2.15
1.05	7.25	8.52	2.30	754.8	SAN BERNARDINO	67.8	12.20	3.30	6.38	12.05
1.15	7.33	9.00	2.40	761.8	COLTON	64.5	12.07	3.20	6.25	11.45
1.30	7.45	9.15	3.00	781.5	RIVERSIDE	57.5	11.55	3.07	6.13	11.32
1.52			3.45	787.8	ONTARIO	87.8	11.28			11.10
2.03	8.10		4.05	818.6	POMONA	82.0	11.20		5.45	11.00
2.50	8.40	10.10	5.00	821.0	EAST LOS ANGELES	5.7	10.50	2.20	5.20	10.20
A 3.15	A 9.00	A 10.30	A 5.30		PT LOS ANGELES PT	0.0	10.30	2.00	5.00	10.00
					821.0		Daily	Daily	Daily	Daily

(19.10) (15.35) (15.20) (22.35) Thru Time (18.35) (15.30) (15.35) (19.40)
 42.8 52.7 53.5 36.4 Average speed per hour. 44.0 52.9 52.7 41.7

Light figures indicate A.M. Heavy figures indicate P.M.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Stations where 9 stops
*5	Any station	Any station	Any station
103-107	Riverside	Any station	Los Angeles
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
108-104	Riverside	Los Angeles	Stations where 108 and 104 stop
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 15	
		SECOND CLASS		FIRST CLASS						November 7, 1954	
		259 Time Freight	299 Stock Special	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	STATIONS			
Car capacity of sidings, etc. See Rule 6(A), Page 8		Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL			
DPTWYZ		11.45PM	1.45AM	7.35PM	4.00PM	7.20AM	2.25AM	449.8	DN-R LAS VEGAS YL VG		
117	P			7.43				454.7	4.9 BRACKEN		
	Y							457.0	2.8 BOULDER JCT.		
107	FW			f 7.49				461.5	4.5 ARDEN A		
104	P			f 7.58				469.0	7.5 SLOAN SX		
115	P			8.05				474.7	5.7 ERIE		
116	P			8.17				482.9	8.2 JEAN		
118	P							487.7	4.8 BORAX		
66	P							492.8	4.6 ROACH		
125	P							496.8	4.5 CALADA		
118	FW			8.40				501.5	4.7 DESERT		
117	P			8.50				506.5	5.0 NIPTON OH		
117	P			8.55				511.9	5.4 MOORE		
117	P			f 9.01				516.5	4.6 IVANPAH		
117	P			9.06				521.1	4.6 BRANT		
106	P							526.0	4.9 JOSHUA		
103 } 107 }	PY			9.16				529.8	3.8 OIMA YL		
115	P							538.8	4.0 OHASE		
117	P			9.28				536.9	3.1 ELORA		
118	P							540.6	3.7 DAWES		
117	P							544.9	4.3 HAYDEN		
DPWY				s 10.00	5.38	f 9.15	4.05	548.5	8.6 DN KELSO YL FO		
114	P							558.4	4.9 FLYNN		
117	P							558.1	4.7 KERENS		
81	P			10.17				562.1	4.0 GLASGOW		
106	FW			10.23				566.4	4.8 SANDS		
117	P			10.29				572.1	5.7 BALCH		
117	P			10.37				579.7	7.6 CRUCERO		
126	P							587.1	7.4 BASIN		
70	P							592.5	5.4 AFTON		
125	P			11.00				596.7	4.2 DUNN		
117	P			11.10				601.6	4.9 FIELD		
117	P							606.2	4.6 MANIX		
117	FW							610.7	4.5 HARVARD		
115	P			11.25	6.35	10.25	5.00	615.7	5.0 TOOMEY		
DPWY		A 7.00AM	A 7.15AM	A 11.35PM	A 6.43PM	A 10.35AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN		
									171.0		
		(7.15) 23.5	(5.30) 31.1	(4.00) 42.7	(2.43) 62.9	(3.15) 52.6	(2.45) 62.2		Thru Time		
									Average speed per hour		

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

		FIRST SUBDIVISION							EASTWARD	
				FIRST CLASS					SECOND CLASS	
		6 Mail and Express	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	STATIONS		
Car capacity of sidings, etc. See Rule 6(A), Page 8		Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL		
DPTWYZ		A 6.15AM	A 6.15PM	A 8.40PM	A 11.45PM	A 10.30AM	A 11.45PM	384.2	DN-R LAS VEGAS YL VG	
117	P	6.00	5.59	8.30	11.35			329.3	4.9 BRACKEN	
	Y							327.0	2.8 BOULDER JCT.	
107	FW	f 5.50						322.5	4.5 ARDEN A	
104	P	f 5.40						315.0	7.5 SLOAN SX	
115	P	5.30						309.3	5.7 ERIE	
116	P	f 5.22						301.1	8.2 JEAN	
118	P							296.3	4.8 BORAX	
66	P							291.7	4.6 ROACH	
125	P							287.2	4.5 CALADA	
118	FW	4.59						282.5	4.7 DESERT	
117	P	f 4.52						277.5	5.0 NIPTON CH	
117	P	4.44						272.1	5.4 MOORE	
117	P	f 4.39						267.5	4.6 IVANPAH	
117	P	4.33						262.9	4.6 BRANT	
106	P							258.0	4.9 JOSHUA	
103 } 107 }	PY	f 4.25						254.2	3.8 OIMA YL	
115	P							250.2	4.0 OHASE	
117	P	4.16						247.1	3.1 ELORA	
118	P							243.4	3.7 DAWES	
117	P							239.1	4.3 HAYDEN	
DPWY		s 3.55	s 4.10	6.45	9.50			235.5	8.6 DN KELSO YL FO	
114	P							230.6	4.9 FLYNN	
117	P	3.43						225.9	4.7 KERENS	
81	P	3.39						221.9	4.0 GLASGOW	
106	FW	3.35						217.6	4.8 SANDS	
117	P	3.29						211.9	5.7 BALCH	
117	P	3.22						204.3	7.6 CRUCERO	
126	P							196.9	7.4 BASIN	
70	P							191.5	5.4 AFTON	
125	P	3.05						187.3	4.2 DUNN	
117	P	3.00						182.4	4.9 FIELD	
117	P							177.8	4.6 MANIX	
117	FW	2.50						173.3	4.5 HARVARD	
115	P							168.3	5.0 TOOMEY	
DPWY		2.40AM	2.53PM	5.38PM	8.45PM	2.45AM	4.45PM	168.2	5.1 DN-R YERMO YL BN	
									171.0	
		(3.35) 47.7	(3.22) 50.8	(3.02) 56.4	(3.00) 57.0	(7.45) 22.0	(7.00) 24.4		Thru Time	
									Average speed per hour	

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

WESTWARD

SECOND SUBDIVISION

Car capacity of aidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 15 November 7, 1954
	299 Stock Special	259 Time Freight	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		
DPWT	7.45AM	8.00AM	11.45PM	6.43PM	10.40AM	5.10AM	620.8	
IP			11.53PM	6.50PM	10.48AM	5.18AM	625.4	
			s 12.10AM	7.00	s 11.03AM	5.28	684.2	
			s 2.30	s 8.52	s 1.05PM	s 7.25	715.0	
			s 2.40	9.00	1.15	7.33	718.5	
IP			2.50AM	9.10PM	1.25PM	7.43AM	724.8	
P			s 3.00	9.15	s 1.30	7.45	725.5	
AI							727.8	
124 P			3.10				729.2	
113 P							780.0	
122 TP							784.7	
122 P			f 3.25				787.4	
I							744.9	
PW			s 3.45		1.52		745.2	
123 P							747.5	
P							750.0	
P			s 4.05		s 2.03	8.10	751.0	
118 P							754.1	
122 P			4.17				758.6	
122 PW							765.2	
			4.26				766.0	
P							771.7	
118 P			f 4.35				772.1	
67 P			f 4.45				772.7	
			s 5.00	s 10.10	s 2.50	s 8.40	774.5	
DPWTZ	A 3.30PM	A 5.00PM					777.8	
PX							777.4	
PX							780.2	
PX							781.8	
PX							781.3	
I			5.22	10.23	3.08	8.53	788.0	
I							788.9	
IP			A 5.30AM	A 10.30PM	A 3.15PM	A 9.00AM	788.9	
							784.0	
							784.7	

Time-Table No. 15
November 7, 1954

STATIONS

DN-R YERMO YL BN	4.6	
DN DAGGETT H	8.8	
BARSTOW BA	80.8	
SAN BERNARDINO B	8.5	
COLTON	8.8	
S. P. and A. T. & S. F. Crossings		
RIVERSIDE JCT. YL	0.7	
DN RIVERSIDE YL	2.8	
P. E. CROSSING	1.4	
STREETER	0.8	
ARLINGTON	4.7	
BLY	2.7	
MIRA LOMA V	7.5	
S. P. CROSSING	0.8	
DN ONTARIO YL RA	2.8	
SUNSWEEP	2.5	
S. P. CROSSING	1.0	
DN POMONA YL PO	8.1	
SPADRA	4.5	
WALNUT	6.6	
PUENTE JCT.	0.8	
PUENTE BG	5.7	
BARTOLO	0.4	
WHITTIER JCT.	0.6	
PICO K	1.8	
MONTEBELLO MK	2.8	
EAST LOS ANGELES YL	0.1	
DN-R EAST YARD YL D	2.8	
DOWNEY ROAD YL	1.1	
NINTH ST. JCT. YL	1.7	
FIRST ST. YL	0.9	
PASADENA JCT. YL	0.1	
A. T. & S. F. Csg. (Mission Tower)	0.7	
DN-R LOS ANGELES UD		
(Union Station)		
	168.9	

CENTRALIZED TRAFFIC CONTROL

(7.45) (9.00) (5.45) (3.47) (4.35) (3.50) Thru Time
20.2 17.4 28.5 43.3 35.7 42.8 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.
All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For Stations not shown on schedule pages.—See Page 11.

SECOND SUBDIVISION

EASTWARD

Car capacity of aidings, etc. See Rule 6(A), Page 8	FIRST CLASS				SECOND CLASS		Time-Table No. 15 November 7, 1954
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express	256 Time Freight	260 Time Freight	
DPWT	A 2.50PM	A 5.38PM	A 8.45PM	A 2.35AM	A 4.00PM	A 2.00AM	168.2
IP	2.38PM	5.30PM	8.37PM	2.25AM			158.6
	s 2.25	5.20	8.27	s 2.15			150.1
	s 12.20	s 3.30	s 6.38	s 12.05AM	11.00	9.00	67.8
	12.07PM	3.20	6.25	s 11.45PM	10.00	8.30	64.5
IP	11.57AM	3.10PM	6.15PM	11.35PM			58.2
P	s 11.55	3.07	6.18	s 11.32			57.5
AI							55.2
124 P							58.8
113 P							58.0
122 TP							48.8
122 P						11.18	45.6
I							38.1
PW	11.28			s 11.10			87.8
123 P							35.5
P							38.0
P	11.20		5.45	s 11.00			32.0
118 P							28.9
122 P							24.4
							17.8
122 PW							17.0
							11.8
							10.9
118 P							10.8
67 P							8.5
							5.7
DPWTZ					7.00AM	5.30PM	5.6
PX							2.8
PX							1.7
PX							0.0
I							
I							
IP	10.30AM	2.00PM	5.00PM	10.00PM			

Time-Table No. 15
November 7, 1954

STATIONS

DN-R YERMO YL BN	4.6	
DN DAGGETT H	8.5	
BARSTOW BA	82.8	
SAN BERNARDINO B	2.8	
COLTON	8.8	
S. P. and A. T. & S. F. Crossings		
RIVERSIDE JCT. YL	0.7	
DN RIVERSIDE YL	2.8	
P. E. CROSSING	1.4	
STREETER	0.8	
ARLINGTON	4.7	
BLY	2.7	
MIRA LOMA V	7.5	
S. P. CROSSING	0.8	
DN ONTARIO YL RA	2.8	
SUNSWEEP	2.5	
S. P. CROSSING	1.0	
DN POMONA YL PO	8.1	
SPADRA	4.5	
WALNUT	6.6	
PUENTE JCT.	0.8	
PUENTE BG	5.7	
BARTOLO	0.4	
WHITTIER JCT.	0.6	
PICO K	1.8	
MONTEBELLO MK	2.8	
EAST LOS ANGELES YL	0.1	
DN-R EAST YARD YL D	2.8	
DOWNEY ROAD YL	1.1	
NINTH ST. JCT. YL	1.7	
FIRST ST. YL	0.9	
PASADENA JCT. YL	0.1	
A. T. & S. F. Csg. (Mission Tower)	0.7	
DN-R LOS ANGELES UD		
(Union Station)		
	165.2	

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.20) (3.38) (3.45) (4.35) (9.00) (8.30)
Average speed per hour 38.1 45.5 44.0 36.0 17.5 18.7

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.
All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For Stations not shown on schedule pages.—See Page 11.

WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 15 November 7, 1954		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
1	15.5		A. T. & S. F. CROSSING	15.5
11	17.3	D	FULLERTON RN	17.3
40	20.0	D	ANAHEIM YL MN	20.0
			20.0	

WESTWARD SAN PEDRO BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 15 November 7, 1954		Mile-Post
		STATIONS		
		DPWYZ	DN-R EAST YARD YL D	
	8.1	IP	DN HOBART YL J	8.1
	8.6	I	A. T. and S. F. Crossing 0.5 L. A. JCT. BY. CROSSING YL	8.6
	5.1	AI	P. E. CROSSING YL	5.1
15 77	5.8	P	BELL YL	5.8
	7.4	AI	S. P. CROSSING	7.4
13	9.4		WORKMAN	9.4
	11.2	AI	P. E. CROSSING	11.2
120	12.5	D	PARAMOUNT YL HY	12.5
73 75	14.8	P	RIOCO YL	14.8
	14.6		DOUGLAS JCT. YL	14.6
	17.4		P. E. CROSSING	17.4
96	19.1	D	MANUEL MU	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.8	DN	MEAD TFR. YL WI	22.8
	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		TERMINAL ISLAND YL	24.2
	25.9		EAST SAN PEDRO YL	25.9
			28.1	

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 15 November 7, 1954		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON YL RB	9.8
	22.4	D-R	BOULDER CITY YL BC	22.4
			22.4	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See Page 11.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D —day operator;
- N —night operator;
- DN—day and night operator;
- R —train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- C —coaling station;
- D —diesel oil station;
- F —turbine fuel station;
- I —interlocking;
- O —fuel oil station;
- P —telephone;
- T —turntable;
- W —water station;
- X —cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."—Train with Diesel Locomotive and all light-weight roller-bearing passenger train equipment.
 - Designation "Psgr."—Train with steam Locomotive and all passenger train equipment; train with Diesel Locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 - Designation "Frt."—Train with freight cars; train with caboose only; Locomotive without cars.
- When Diesel passenger Locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.
- When a freight Locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
DLS and Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			50	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
Diesel yard switch locomotives in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel Locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	Within yard limits Diesel-electric passenger locomotive operated without train.			25
Diesel freight and road switch locomotives.	65	65		When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: On main line. On branch lines.			30 20	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15	Wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335.3 and 332.5.	20	20	20	Cima to Kelso Diesel-electric Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.		45	45
Arden Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Locomotive with dynamic brake in operation.		30	
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes Cima to Kelso with dynamic brakes in operation			20
Between M.P. 317.1 and 315.0.	40	40	30	Cima to Kelso			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert			40
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Cima to Kelso All freight and mixed trains except when handled with Diesel-electric Locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20	Flynn Between M.P. 223.9 and 223.5.	79	70	50
Cima to Kelso Streamline trains handled with automatic brake in operation.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
Kelso Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	50	40	30
Between M.P. 231.2 and 230.9. See Note.	70	60	50	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SECOND SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Puente Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	East Yard Between M.P. 2.4 and 1.7	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	10	6
Blue Diamond Spur Arden to M.P. 8.		20	Vernon, city limits.	12	12
M.P. 8 to end of track.		12	Henry Ford Ave. drawbridge.	15	15
Crestmore Branch Between Bly and Crestmore.		15	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Between M.P. 12.0 and 13.0.		10	Pasadena Branch	12	12
			Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward	Westward
M.P. 309.8	M.P. 230.5
M.P. 308.8	M.P. 24.6
	M.P. 314.6
	M.P. 191.3
	M.P. 187.5
	M.P. 54.2
	M.P. 29.1
	M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision				Glendale Branch			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
Second Subdivision				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	45	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	41	Both	Glendale	7.7	5	Both
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	9	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
Boulder City Branch				San Pedro Branch			
Manganese, Inc.	11.5	62	East	Flood Control Spur	8.5	3	East
Magnesium	10.5	20	Both	Rancho Los Amigos	10.0	3	East
Crestmore Branch				Dayton Foundry Co.	10.2	6	West
Ennis	3.1	15	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ormand	3.9	14	Both	Maceo Corporation	11.5	15	West
Ormand Quarry	3.9	78	West	Auto Lite Battery	11.6	19	East
Crestmore	6.9	Yard	Both	So. Western Cement Co.	13.1	35	West
Anaheim Branch				Ohio Rubber Co.	13.2	26	West
Gladding McBean Track	0.2	9	Both	Export Petroleum Co.	13.5	20	West
Sunny Hills Spur	13.8	118	West	Richfield Oil Co.	13.8	36	East
Fullerton Industrial Lead	15.4	30	West	Exeter Refining Co.	14.1	20	East
Northrop Aircraft	18.8	14	West	Operators Refining Co.	14.4	19	West
California Juice Inc.	19.1	13	West	Lakewood Branch			
Southern California Citrus	19.2	16	West	Lakewood	16.2	13 P	Both

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Second Subdivision			
Bracken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Puente	17.0	30	Both
Erie	309.1	12	Both	Pico	10.3	26	Both
Jean	300.8	10	East	Montebello	8.5	30	Both
Borax	296.9	14	Both				
Roach	291.5	11	Both				
Calada	287.1	14	Both				
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	20	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	16	Both				

MILEAGE

Main Line	338.5
Branches	92.6
Total	431.1